

1857 REPORT

No. 11

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Company,

TO THE

STOCKHOLDERS:

TOGETHER WITH THE

REPORTS OF THE TREASURER AND SUPERINTENDENT.

JUNE, 1857.



BOSTON:

J. S. POTTER, PRINTER.

1857.

REPORT.

REPORT OF THE DIRECTORS TO THE STOCKHOLDERS OF THE MICHIGAN CENTRAL RAILROAD COMPANY.

You have with this the report of Mr. Livermore, Treasurer, exhibiting the financial condition of the Company at the close of last month, and of Mr. Rice, Superintendent, showing the details of the working and the operating accounts for the year ending May 31, 1857.

	Year ending May 31, 1855.	Year ending May 31, 1856.	Year ending May 31, 1857.
Earnings from Passengers,...	\$1,246,409.00	\$1,497,854.61	\$1,610,415.75
“ “ Freight,.....	900,446.03	1,209,924.74	1,413,492.47
“ “ Miscellaneous,.	68,428.70	92,663.46	80,694.47
Gross Earnings,...	\$2,215,283.73	\$2,800,442.81	\$3,104,602.69
Cost of Operating the Road, including Taxes,.....	1,335,627.48	1,571,817.99	1,872,894.85
Net Earnings,.....	\$879,656.25	\$1,228,624.82	\$1,231,707.84
No. of Way Passengers,.....	345,138	389,510	406,600½
No. of Through Passengers,..	158,636	161,270	187,029½
Total No. of Passengers,.	503,774	550,780	593,630
No. of Tons Freight moved,..	241,825	249,595	328,939
No. of miles run by Engines,.	1,292,739	1,576,871	1,679,178
Earnings per mile,.....	\$1.71	\$1.77	\$1.85

The disbursements made during the year, and charged to the Operating department, amount to \$2,083,199.36—in this sum is included the stock on hand belonging to that department, which exceeds the stock on hand a year ago, by the sum of \$210,304.51, which, being deducted, gives \$1,872,894.85 as the actual cost of operating for the year.

The business of the first half of the year, has been very prosperous ; that of the last half, aside from the late opening of navigation, has been reduced by the general causes of depression which have affected all the great East and West lines in the country.

The unusually small quantity of produce moved eastward, the last winter and spring, and the light purchases by western merchants at the sea-board this season, are causes of a partial stagnation in the carrying trade, which, though serious while occurring, are temporary in their character, and will pass away with the coming crop ; and, as all our traffic, through and way, passenger and freight, has been alike affected, we may expect, with the autumn trade, a large and prosperous business.

The property of the Company has never been in better condition than now. During the year, thirty-five miles of iron has been re-rolled and put into the track, at the cost of income account ; and when the new Ties now on hand are all laid, they will have been renewed upon two hundred of the two hundred and seventeen miles of road, between Detroit and New Buffalo, beyond which, the ties are of recent date ; this will render this branch of our expenses quite light for some years to come.

The Receipts for the year have been	\$3,161,889.28
Surplus Income, June 1, 1856,	466,761.28
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	\$3,628,650.56
Operating Expenses for same time,	1,872,894.85
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Net Receipts,	<u>\$1,755,755.71</u>
This amount has been used as follows :	
Interest and Coupon Account,	\$586,502.39
Dividends, two of 5 per cent each,	604,450.00
Surplus on hand May 31, 1857,	564,803.32
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	\$1,755,755.71

There have been built, and charged to car repairs during the year, thirty-seven eight-wheel freight cars, and one twelve-wheel baggage car, to take the place of a like number, which, from decay or other cause, have gone out of use.

There have also been rebuilt, at the expense of income account, five of our oldest locomotives, by which they are rendered more effective than when new, and better adapted to the wants of our traffic.

The rolling stock of the Company has been so much increased during the last two years, that the following schedule of comparison is inserted, as a matter of interest, in showing our enlarged capacity to meet any calls likely to be made upon our working capacity

Statement of Rolling Stock on hand May 31, 1855, and May 31, 1857.

	1855.	1857.	Inc.	Inc. pr. ct.
First class Passenger Cars, 40 with 12 wheels, 1 with 8 wheels,	41	66	25	61
Second class Passenger Cars, 8 wheels,	8	12	4	50
Baggage Cars with 12 wheels,	4	9	5	1.25
“ “ “ 8 “	10	14	4	40
Total covered Freight Cars including Emigrant Cars, reckoning the 8 wheeled Cars equal to 2 each, and the 4 wheeled Cars equal to 1 each,	1120	2082	962	86
Total open Freight Cars, reckoning as above,	311	456	145	46
Number of Locomotives,	64	92	28	44

As our late built locomotives have been of very superior build and capacity, much more so than the earliest ones, the effective value of our motive power, has increased more than the per centage shows, and the whole rolling stock increased not far from an average of seventy per cent. To this has been added the additional effect which the telegraph in the hands of the Company, enables it to produce with the same machinery. With this new facility the whole stock of cars are kept at all times in the *right place*, and the entire equipment actively employed.

We think no unmerited praise has been accorded to the working of the telegraph in connection with the movement

of trains upon a single track road when both are under one competent management.

At the joint expense of the Michigan Central Railroad, Illinois Central Railroad, Galena and Chicago Union Railroad, and Chicago, Burlington and Quincy Railroad companies their several lines have been connected by a direct road across the city of Chicago; this connection is of great value to this Company, as it brings into our depot, the passengers from large and important lines of road, and saves the cartage of the freight, delivered to and from the various lines thus brought together.

The accounts for this have not been all settled, so as to close a settlement between the various joint owners.

The Construction Account has been increased during the year by the following items:—

Freight House at Chicago, and Transfer House at same place,	\$68,699.38
Large new Engine House at Detroit,	38,683.02
Enlargement of Repair Shops at Detroit,	13,068.37
Enlargement of Repair Shops and Engine House, Chicago,	3,875.28
Other new Buildings along the line,	26,859.30
Expended on the Chicago Connexion R. R.,	38,803.69
Settlements of Rights of Way,	6,355.74
New Iron to be kept as a surplus to facilitate repairs, but to be kept good out of income account by re-rolling what may be taken up when any of it is, from time to time, laid down,	152,767.34
Grading for Freight House at Chicago, and for some of the new buildings at interior Stations,	8,948.07
New Cars,	226,892.85
New Locomotives,	96,634.80
Construction of Telegraph,	17,898.51
New Bridges, extra cost of more permanent ones to take the place of wooden structures, an amount equal to the cost of the old ones, having been charged to repairs,	21,178.83

Outfit and improvement of the Steamboat Missis-	
sippi, she being very deficient when purchased,	\$15,131.30
Engineering and other expenses incident to Con-	
struction,	4,487.88
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Total for year,	\$740,284.36

We have six Locomotives under construction, and a moderate number of cars, beyond which any material increase of construction does not seem probable for a considerable time to come.

The circular lately addressed in connection with the President of the Chicago, Burlington and Quincy Railroad Company, to the Stockholders of that and our Company, regarding the construction of the Burlington and Missouri River Railroad, was responded to quite promptly, especially by that portion of our Stockholders most acquainted with the locality and prospects of that road, and considerable above the minimum amount required was taken. While this, doubtless, offers one of the best investments to be found in the West, considered for its own merits alone, its extension will open a very productive feeder to our own road.

The Hannibal and St. Joseph Railroad is being pushed with vigor. These, with the new lines constructing, in Northern and Central Iowa, and other parts of the West tributary to our road, will furnish increasing sources of revenue, as far into the future as it is easy to see.

By order of the Board,

J. W. BROOKS,

President.

Boston, June 16, 1857..

TREASURER'S REPORT.

TO THE PRESIDENT AND DIRECTORS OF THE MICHIGAN
CENTRAL RAILROAD COMPANY.

GENTLEMEN :

Herewith is respectfully submitted the Annual Accounts of the Company, for the year ending on 31st May last :

The standing of the Company is shown by the accompanying General Account, marked A, by which it appears that the bonded debt has been increased, four hundred and twenty-eight thousand five hundred dollars ;	\$428,500
also the balance of Bills Payable and Bills Receivable, shows an increase of indebtedness, over last year, of two hundred and sixty-eight thousand, three hundred and ninety-one $\frac{67}{100}$ dollars,	\$268,391.67
together showing a total increase in the indebtedness of the Company, of	\$696,891.67

The expenditures within the past year for construction alone, will be found to exceed this additional amount of indebtedness to the extent of \$45,591.69, and these large expenditures for construction account have mostly gone to increase the Rolling stock and building accommodations of the Company, the better to enable it to perform successfully and economically its constantly increasing business ; a more particular statement of these construction expenditures, arranged under the proper heads, may be found in the Superintendent's Report.

A large balance standing to the credit of Income account, has been temporarily borrowed from that account, and devoted to the additional investment in Joliet and Northern Indiana Railroad Company's stock, and to purchase, (far exceeding those of former years,) of fuel, ties, lumber, etc., etc., which will be needed for operating the road, and which have been made upon the most favorable terms.

The statement marked B, shows the condition of the Income account, there being a balance to the credit of this account, of five hundred and sixty-four thousand, eight hundred and three dollars and thirty-two cents. (\$564,803.32)

The account marked C, gives the gross receipts and amount of operating and interest accounts for the year :

The Receipts being	\$3,161,889.28
Receipts of the previous year,	2,878,321.06
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Increase,	\$283,568.22
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Operating and Interest Accounts,	\$2,459,397.24
Do. of the previous year,	2,045,457.33
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Increase,	\$413,939.91
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ISAAC LIVERMORE,

Treasurer.

Boston, June 1, 1857.

DR.	<i>Income Account.</i>	CR.
	<i>Receipts of Road.</i>	<i>Contra.</i>

II. II.

IS'AAK LIVERMORE, *Treasurer.*

C. *Operating Account and Interest for year ending May 31, 1857.*

Gross Receipts of Road, for year ending May 31, 1857.

Month.	Freight.	Passengers.	Miscellaneous.	Total.	Amount.	Date.	Account.	Amount.	Amount.
1856.						1857.			
June,	\$109,289.78	\$151,482.42	\$5,302.71	\$266,074.91		June 1.	Road repairs,	\$391,546.54	
July,	101,198.49	153,970.20	3,283.89	258,452.58			Building repairs,	88,277.57	
August,	118,396.77	150,687.34	13,858.37	282,942.48			Locomotive repairs,	228,605.58	
September,	176,374.14	183,358.16	4,461.47	364,193.77			Car repairs,	203,959.10	
October,	186,700.25	218,075.34	10,789.39	415,564.98			Locomotive service,	107,040.65	
November,	161,305.86	175,645.19	4,167.94	341,118.99			Train service,	63,338.20	
December,	69,319.90	108,743.71		178,063.61			Station service,	349,432.07	
1857.							Fuel,	273,050.42	
January,	85,189.75	93,784.17	14,404.53	193,378.45			Oil and Waste,	48,745.82	
February,	88,096.13	45,740.46	8,434.25	137,270.84			Stationery and Printing,	27,874.86	
March,	90,806.46	112,485.35	2,873.62	206,165.43			Taxes,	78,042.81	
April,	138,282.83	117,013.08	14,557.91	269,853.82			Miscellaneous,	107,301.56	
May,	106,108.24	139,508.12	3,193.06	248,809.42			Telegraph,	13,883.19	
	\$1,431,068.60	\$1,650,493.54	\$80,327.14	\$3,161,889.28			Re-rolling Rails,	102,100.99	
								\$2,083,199.36	
							Deduct for materials, fuel, lumber, ties, etc., etc., now on hand and heretofore charged to operating account, exceeding by this amount the quantity on hand June 1, 1856,	210,304.51	
							Interest paid from June 1, 1856, to June 1, 1857,		\$1,872,894.85
							Balance, being net receipts of the year ending May 31, 1857,		586,502.39
									702,492.04
									\$3,161,889.28

E. E.

BOSTON, JUNE 1, 1857.

ISAAC LIVERMORE, *Treasurer.*

To the Directors of the Michigan Central Railroad Company.

Boston, June 15th, 1857.

GENTLEMEN :

I have examined the Books of the Company, for the year ending 31st ultimo, both at Boston and Detroit, and have found them to be correctly kept, and supported by proper vouchers.

Respectfully,

WILLIAM BOOTT,

Auditor.

SUPERINTENDENT'S REPORT.

TO THE PRESIDENT AND DIRECTORS OF THE MICHIGAN
CENTRAL RAILROAD COMPANY.

HEREWITH is presented for your consideration, a Report upon the Operations of the Road, for the year ending May 31, 1857.

It will be seen, by statements herewith, that the gross earnings for the year have reached the sum of \$3,104,602.69, showing an increase over the previous year on

Passengers, of	\$113,561.14
Freight,	203,567.73
And decrease on miscellaneous of	11,968.99
The result being an increase over the aggregate earnings of	304,159.88

Which, it is hoped, will be considered quite satisfactory, taking into account the causes that have tended to interfere with the prosperity of the north route of traffic the past few months.

In the first place, our connections with New York city, via the New York Central and Hudson River, and the New York and Erie Railroads were almost entirely cut off for purposes of freighting intercourse, nearly the whole of the month of February, by bridges being carried away, upon the two last named roads, thus diverting the early spring shipments from that city, destined for St. Louis, and southern points, to the more southern routes, not only for the time being, but for the bulk of the shipments for the spring trade.

In March, the accident at the Desjardins Bridge, on the Great Western Railway, occurred, which stopped the entire through trade over the *only* connection with the East, and for two weeks, this road was entirely cut off in all freight communication again, and just after having recovered, in a measure, from detentions and disasters further east.

Another unavoidable misfortune, that has had its effect upon the business of the road the last month, has been the late opening of Buffalo Harbor, and the Erie Canal. Constant westward winds during the spring had the effect to keep the harbor at Buffalo filled with running ice, thus closing that harbor for purposes of lake intercourse until the eighteenth of last month; and, up to this date, (fifth of June,) owing to breakages, the canal has not been opened for through business, although it is now daily expected to be ready for use.

The scarcity of money among the producers and agricultural interests of the West, and consequent depression of business among the mercantile classes, has had the effect largely to curtail the spring purchases, and it is believed, by those best able to judge, that not more than one half as much business has been done in the western trade during these months, as in the corresponding months of last year, and this depression has been equally felt by all the great lines to and from the West.

The wheat crop of Michigan was brought out last fall very clean before the close of navigation; therefore we shall expect a light business in eastward-bound products from this time until harvest, but, judging from present indications, the crop this season will be a full one, and we may look forward with great confidence to a prosperous produce business the coming fall and winter.

The causes that affect our freighting business have their influence upon our passenger earnings, and will account for the unfavorable comparison with last year in that branch of our traffic during the spring months.

The effect upon our *local* passenger earnings, in consequence of the scarcity of money and stagnation of business in

Michigan the last few months, is shown conclusively in Table A herewith. It will be seen by reference that there is but a small increase in that source of revenue over the last year, while the previous *average* gain for the same business from year to year, since the road was opened to Chicago, has been a fraction over thirty per cent.

Since my last Report, our arrangements at Chicago for the accommodation of our business has been completed, and are considered quite perfect, and ample for the requirements of the road for many years to come. The passenger depot has been completed in all its details, and it may safely be asserted that it is not surpassed by any structure of its kind in the United States.

Arrangements were made, last fall, for the accommodation, at Chicago, of the *through* passenger trains of the Galena and Chicago, and Chicago, Burlington and Quincy Roads, which, with those of the Illinois Central, and the Michigan Central, make an aggregate of thirty-four arrivals and departures daily.

The transfer freight depot, built for the joint use of the above named lines, has been occupied since March, and has been found of great value, in the prompt and economical interchange of freight between the different roads centering upon our grounds at Chicago, and in no other way could accommodation have been attained, inasmuch as our freight depot there, which has heretofore answered our purposes, is wholly required for the city business, and connections with other lines to whose tracks we have no direct access.

The facilities at Detroit are ample for the probable wants of the road for some years to come, with the exception, perhaps, of additional accommodations for grain transported in bulk, and a freight shed; the materials for the latter are already, for the most part, prepared and paid for. The opening of the western prairie lands, by means of connecting lines, gives us for transportation, at certain seasons, all the different varieties of wheat, making it necessary to give considerable attention to the distribution from cars to bins, to avoid mixing the different grades. For this reason, and the increased quan-

tity that will, at times, be received, more capacity for handling at Detroit is quite desirable.

The completion of the Passenger and Freight House (combined in one) at Dearborn, and the erection of the Freight Depot at Galesburgh, now under way, will complete the buildings for all interior stations. With these exceptions, all points on the line are now provided with facilities for the transaction of business to the satisfaction of the public.

The Company's North Shore Line of Steamers between Detroit and Buffalo was run during the last season, commencing early in May, with great regularity, and without accident or detention, although, late in the season, they encountered very rough weather, which tried them severely, and showed the expediency of strengthening their arches, and making other improvements. During the winter, all the boats were put in better condition for service than ever before, making them at least equal, in every particular, to *any* line of inland steamers afloat. This line is run in the same manner as heretofore, leaving Buffalo upon the arrival of the New York and Boston passengers in the evening, connecting with trains for Chicago, next afternoon, they leave Detroit in the morning upon the arrival of the trains leaving Chicago the previous evening, and connect with the earliest trains next morning from Buffalo eastward. This line of steamers is an important feature in the *through* route between the East and the West; for the summer travel particularly, and adds much to our business by increasing the power to accommodate pleasure travel in the hot season. Aside from their value as passenger boats, they are equally so for freight purposes, being great carriers, and running with great regularity and promptness over an important water route.

TRAINS.

During the season of 1856, up to the close of navigation, there were run four *through* passenger trains each way, and an accommodation train between Detroit and Marshall. The through trains, making direct connections with other import-

ant lines in each direction, were all kept on during the winter ; but the Marshall train was discontinued ; the same number of through trains are running this season, but with their time so arranged as to meet the wants of the local business, and save the expense of running the local train which was run last season.

In addition to the above, a passenger train has been kept on the past year, and is still running between Chicago and Michigan city each way daily, forming a link, in a direct line, between Chicago and Cincinnati, via the New Albany and Salem road, and its connections.

The through passenger trains all make direct connections at Detroit with trains of the Great Western (Canada,) Railway and Steamboat Lines to Buffalo, Cleveland and Sandusky, and, at Chicago and Joliet, with trains of all the lines running from and to those points.

There have been run daily, during the year, (with the exception of a short interval during the winter,) one emigrant, and two freight trains westward *through*, and one stock express and two freights eastward, and, when necessity required it, extras for hauling lumber, timber, etc. The same arrangement of trains for emigrants, live stock, and freights now exists.

OPERATING ACCOUNTS.

In relation to the expenses of operating the road, it is proper to say that, in Statement H, showing the accounts for the year's disbursements, are included large sums for renewals of its track, etc., that do not properly come under the head of the Working Department for this year, although unavoidably chargeable to the *accounts* this year.

These items for renewals and other extraordinary expenditures are as follows :

Re-rolling rails 35 miles, . . .	\$102,100.99
New ties, 255,977, . . .	63,994.25
New chains, 41,000 . . .	15,580.00

Welding at the ends of rails, 42,627 rails,	\$40,467.70
Wood on hand at this time, more than is required for a year,	70,000.00
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	\$292,142.94
To which should be added the State tax,	78,042.81
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Total,	370,185.75

This amount, taken from the total as shown in Statement H, leaves, for the legitimate expenditures for operating the road, including repairs of buildings, engines, cars, and the ordinary repairs of track, the sum of \$1,713,013.55, or about fifty-four per cent. of earnings.

REPAIRS OF TRACK.

Including all ties purchased since the fall of 1853, with those bought the last winter, (a large portion of which are yet to go in,) there has been enough provided for over two hundred miles of road, which is nearly a supply for the entire line as originally built to New Buffalo; consequently few will be required for some years to come in comparison with the number needed for the past two or three years.

Previous to the commencement of rail-making by the Wyandotte Mills, it was impossible to get the defective rails re-rolled, owing to the great cost of transportation to and from the East, and, therefore, the plan of welding the ends and middle of defective rails was adopted to a larger extent than would, under other circumstances, have been deemed advisable. This plan of mending has been attended with considerable cost, but is now being dispensed with, excepting to a limited extent, being confined to those bars requiring slight repairs only. Instead of mending generally, as heretofore, the defective ends are cut off, when it can be done

without reducing the length of the rail to less than fifteen feet, and to obviate the difficulty caused by different lengths of iron in the same piece of track, a plan of breaking joints has been adopted, and a joint tie placed at the end of *each* rail to hold the chair. This plan has been sufficiently tested to warrant its continuance, there being nothing in the way of keeping a good track, provided the proper attention is given to keeping up the joints. The ends, thus cut off, are sent with the condemned rails, to be re-rolled.

As an equivalent for the large expenditures upon the track the last twelve months, it is now in much better condition than for three years past, and, with the new ties all in, and moderate renewals of rails during the season, it will be in a better condition to meet the test of the next winter than it has been the past two, and, being in better condition, can be kept in order with less cost during the winter, and will need much less outlay another spring to put it in first-rate condition for the business of the next season.

BUILDING REPAIRS.

This account includes the general repairs of the buildings of every nature upon the line, and, in addition to these general repairs, this year's accounts include the entire new raising and planking with four-inch oak plank of the wharf in front of the Detroit Freight Depot, forty feet wide by eight hundred feet long, the planking of the city side of same, sixteen feet wide, eight hundred feet long, extensive planking about the passenger depot, and replanking the twenty feet sidewalk in front of depot on Third street, two hundred and eighty feet in length, all of which was so much decayed as to demand renewal. Nothing of this kind will be needed at Detroit for several years to come.

This account also embraces rebuilding the passenger depot and wood sheds destroyed by fire at Calumet last fall, rebuilding of brick several water-houses upon the line, where larger ones were needed to meet the increased business of trains.

LOCOMOTIVE REPAIRS.

The amount expended in this department, \$228,605.58, includes an excess, over last year, of materials *on hand* of about \$20,000.

Besides the general repairs of an increased number of engines, three of the old ten wheel engines, namely, the Hecla, White Bear, and Mars, have been thoroughly rebuilt, and changed to eight wheels, with drivers of large diameter, and another of same kind, now in hand, will be ready for service in a few weeks. This changing and rebuilding some of the older of the ten-wheel engines, after many years of hard service in their old form, and extensive repairs become necessary, is deemed good policy, as it gives us efficient motive power of a lighter class, and such as is required for the increasing business of the live stock, emigrant, and express freight trains.

All the engines thus rebuilt have proved, in working, fully equal, in all respects, to any of the new ones of the kind placed upon the road. In this form, they can be used, if needed, for passenger trains, when a very heavy business would require sending two engines of less power, while in their old form, with small drivers, they could not be used and make the time.

The "Battle Creek," another freight engine, has been rebuilt, and the "Swallow," the latter for a training engine at Detroit.

The rebuilding of two of the small "Hinkley & Drury" engines has been commenced, and it is proposed to rebuild five others of the same class, all of which have been in long service, and are much worn. The two named will be out of the shop in about two months.

They will be changed to outside connections, cylinder fourteen inches diameter, twenty inches stroke, which will make them as good as new engines, and weighing but twenty-two tons. This class of engines will do well for our light passenger trains during the winter months, when high

speed is not necessary or desirable. Much of the material for these repairs is on hand, and included in the inventory.

During the past year, twenty crank axles have broken, causing the breakage of much other material, such as frames, driving boxes, rods, cylinder heads, and other small work. There was also broken, during the winter months, six straight engine axles, forty-eight cast iron drivers, and seventy tyres ; the severity of the past winter proved nearly as disastrous to rolling stock as the two preceding ones, we having failed in getting as many engines supplied with wrought iron drivers as we expected. During the severe cold weather, it became necessary to take off and close up the tyres of many of the engines, the road having become so rigid as to draw them, some of which were two inches in thickness.

It is supposed that the wheel and tyre breaking is nearly at an end, as thirteen of the passenger and ten of the faster of the freight engines are already supplied with wrought drivers, which, with those that will be provided for before another winter, will carry us through another cold season without difficulty.

There has been built, during the year, ten new tender frames, and two new tanks complete, and several new fire boxes and tube sheets have been put in.

A careful estimate has been made of the probable requirements of the Locomotive Department, for its repairs and renewals for the ensuing year, as proposed in this report, and it is in round numbers from \$160,000 to \$170,000, being twenty-five per cent. less than for the past year. Taking into account that the motive power generally, (aside from the engines for which the improvements are recommended,) is in *good order* for service, and with *wrought* drivers in more general use by the next winter, with a smooth track, and trains at reduced speed, we think that the estimate will not be exceeded.

With the addition of the six passenger engines now building, by the Detroit Locomotive Works, and which will be out for the heavy fall business, the road will be fully

equipped for a largely increased traffic, and, *being fully equipped*, will obviate the necessity of using an engine that is not in first-rate condition for the service required. For list of engines, see Statement J.

CAR REPAIRS.

This account includes the repairs for the year, of the entire stock of all classes of Cars, as well as the building entirely new, to replace those which have gone out of service, of

37 8-wheel Freight Cars,

1 12-wheel Baggage Car,

and a large number of Hand and Wood Cars.

The entire stock of Passenger and Baggage Cars (with the exception of three of the former, that need some repairs,) are in first-rate condition, having been thoroughly repaired, and fitted with new improved Trucks. There have been extensive repairs upon the Freight stock. And in this branch, considerable should be done the coming year, although the improved condition of the track will have an important influence upon this item of expenses.

With the completion of the four Passenger, and twenty-three Freight Cars in progress, the materials for which are nearly all on hand and paid for, the Road will be fully equipped, with proper management, for a largely increased business.

FUEL.

The inventory of Wood on hand, shows the stock to be 124,696 cords, the greater proportion of which, being at, or near, the Company's Stations, is of more value than when lying along the main line, to be hauled by Engines to the proper places for use. The wood purchased the past season, has been bought with great care as to quality, and the stock on hand is better than that of any former year. With the large supply that will be on hand at the purchasing time for another year, the contracts will be curtailed, at least to the amount of \$70,000, and, our wants being less urgent in con-

sequence of our large supply, it can probably *all* be secured at regular Stations, and the cost of hauling saved.

TELEGRAPH LINE.

The Company's Telegraph Line, which has been in operation since July last, has proved of great value in the regulation of trains (both day and night,) and the transaction of that portion of the business of the Road, for which it was intended.

As yet, no reason has arisen for doubting its extreme utility. It secures that promptness and safety to trains, so much demanded, and which could be obtained in no other way than by an efficient line under the immediate control of the Company. The experience of the past year teaches that, with a sufficient supply of Rolling Stock, in good order, at least 50 per cent. more business can be done on the single track, with the aid of the Telegraph Line, than without it.

Table A gives a monthly exhibit of the Way Passenger business for the last two years in comparison.

Table B gives the whole number of Passengers and Earnings for the same, for the last two years.

Table C shows in comparison the business of the last two years, in Wheat and Flour, and also that of all other Freights.

Table D gives the monthly Earnings of the Road for the year.

Table E gives a condensed statement of the results for the last six years.

Table F gives the monthly exhibit of Freight moved the last year. And G the same in yearly statements, for the last six years in comparison. It is proper to state, in this connexion, that in last year's report, from Table F and G, was omitted the Freight moved upon the main line, that originated upon, or went to the J. and N. I. Railroad branch. This amounted in the aggregate to 18,302 tons, and the correction is made in Table G of this year.

Table H gives the monthly disbursements, for operating the Road.

Table I gives mileage of Engines. And J, a list of Engines owned by the Company, showing their dimensions and builders' names. K gives a schedule of Stations, their distances and rates of Fare and Freight from Detroit.

Table L shows the number of each kind of Cars on hand, and process of construction, and M gives an inventory of Materials on hand for future use in repairs and in working the line.

I am, very respectfully,

Your obedient servant,

R. N. RICE,

General Superintendent.

TABLES

TO

SUPERINTENDENT'S REPORT.

1857.

A.

STATEMENT of the number of Way Passengers and the earnings from the same, for the years ending May 31, 1856, and May 31, 1857.

Months.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1856.	Year ending May 31, 1857.	Year ending May 31, 1856.	Year ending May 31, 1857.
1856.				
June, - - -	34,819½	34,313	\$54,296.82	\$53,292.24
July, - - -	31,915½	35,983	45,071.19	49,005.71
August, - - -	31,742½	36,375½	48,835.65	52,755.50
September, - -	34,702	43,383½	57,179.29	68,008.53
October, - - -	47,697½	53,498½	74,794.07	78,291.19
November, - -	36,066½	35,111½	58,407.95	55,406.94
December, - -	31,400½	29,972½	46,762.59	45,147.63
1857.				
January, - - -	23,013	21,468	34,490.70	31,773.68
February, - - -	20,068½	22,702	29,256.50	30,549.67
March, - - -	29,715	32,437	41,874.10	45,898.38
April, - - -	34,901	31,543	53,197.99	48,218.07
May, - - -	33,468½	29,813	53,162.72	44,645.14
Total, - - -	389,510	406,600½	\$597,329.57	\$602,992.68

B.

STATEMENT of the whole number of Passengers, and the Earnings from the same, for the years ending May 31, 1856, and May 31, 1857.

Months.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1856.	Year ending May 31, 1857.	Year ending May 31, 1856.	Year ending May 31, 1857.
1856.				
June, - - -	51,981	53,537½	\$146,706.02	\$155,799.91
July, - - -	44,248	53,376½	110,394.20	139,596.68
August, - - -	46,179	54,334	125,643.35	146,826.57
September, - -	52,481	66,329½	159,126.16	197,471.16
October, - - -	71,122	78,757	204,285.65	215,034.04
November, - -	50,359	51,158½	138,040.65	138,698.46
December, - -	39,604	39,364½	91,142.55	95,989.85
1857.				
January, - - -	27,735½	26,499½	63,190.59	59,583.60
February, - - -	24,611	28,234½	55,168.76	62,081.30
March, - - -	38,619	43,556	94,554.93	108,529.26
April, - - -	51,435	50,205	147,430.99	151,269.23
May, - - -	52,405½	48,277½	162,170.76	139,535.69
Total, - - -	550,780	593,630	\$1,497,854.61	\$1,610,415.75

C.

STATEMENT showing the Amount received from Wheat and Flour, and all other Freights, for the years ending May 31, 1856, and May 31, 1857.

Months.	Amount rec'd from Wheat & Flour.		Amount received from other Freight.	
	Year ending May 31, 1856.	Year ending May 31, 1857.	Year ending May 31, 1856.	Year ending May 31, 1857.
1856.				
June, - -	\$9,214.31	\$12,638.18	\$74,860.84	\$92,126.07
July, - -	3,691.69	8,123.47	60,494.26	72,165.98
August, -	7,070.57	34,039.36	62,844.27	77,982.09
September,	17,461.27	38,315.50	79,724.30	128,132.84
October, -	25,026.72	41,105.79	91,005.75	144,148.97
November,	34,211.96	31,966.43	124,948.97	142,985.03
December,	16,086.35	9,592.49	107,495.04	102,977.45
1857.				
January, -	5,014.70	7,300.50	81,963.76	69,642.32
February, -	2,936.88	5,229.52	49,705.49	54,752.47
March, - -	4,934.31	5,658.30	84,942.29	84,951.33
April, - -	6,715.30	4,286.54	119,122.02	135,423.18
May, - .	8,912.31	8,644.40	131,541.38	101,304.26
Total, -	\$141,276.37	\$206,900.48	\$1,068,648.37	\$1,206,591.99

D.

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1856, to May 31, 1857, inclusive.

Months.	Passengers.	Freight.	Miscellaneous.	Total.
1856.				
June, - -	\$155,799.91	\$104,764.25	\$6,833.96	\$267,398.12
July, - -	139,596.68	80,289.45	6,815.04	226,701.17
August, -	146,826.57	112,021.45	6,801.87	265,649.89
September,	197,471.16	166,448.34	7,992.72	371,912.22
October, -	215,034.04	185,254.76	3,273.31	403,562.11
November,	138,698.46	174,951.46	7,644.19	321,294.11
December,	95,989.85	112,569.94	7,255.68	215,815.47
1857.				
January, -	59,583.60	76,942.82	6,809.93	143,336.35
February, -	62,081.30	59,981.99	6,257.90	128,321.19
March, - -	108,529.26	90,609.63	7,370.27	206,509.16
April, - -	151,269.23	139,709.72	7,320.80	298,299.75
May, - -	139,535.69	109,948.66	6,318.80	255,803.15
Total, -	\$1,610,415.75	\$1,413,492.47	\$80,694.47	\$3,104,602.69

E.

CONDENSED STATEMENT

Of Business of the Michigan Central Railroad for the last six years.

Years ending.	No. of Way Passengers.	No. of Through Passengers.	Total No. of Passengers.	No. of Tons Freight moved.	Gross Earnings.	Operating disbursements including State Tax.	Net Earnings.
May 31, 1852, - -	133,972	87,227 $\frac{1}{2}$	221,199 $\frac{1}{2}$	123,127	\$1,069,947.66	\$404,747.30	\$665,200.36
May 31, 1853, - -	170,059 $\frac{1}{2}$	77,492 $\frac{1}{2}$	247,552	161,226	1,153,660.91	566,721.98	586,938.93
May 31, 1854, - -	245,028	112,908	357,936	216,560	1,579,412.64	903,944.38	675,468.26
May 31, 1855, - -	345,138 $\frac{1}{2}$	158,635 $\frac{1}{2}$	503,774	241,825	2,215,283.73	1,335,627.48	879,656.25
May 31, 1856, - -	389,510	161,270	550,780	231,293	2,800,442.81	1,593,509.22	1,206,933.56
May 31, 1857, - -	406,600 $\frac{1}{2}$	187,029 $\frac{1}{2}$	593,630	328,939	3,104,602.69	2,083,199.36*	1,021,403.33

* The actual operating expense of the year, including State taxes, re-rolling 35 miles of iron, etc., is \$1,872,894.85; the difference between which, and \$2,083,199.36 being \$210,304.51, represents the materials on hand May 31, 1857, and paid for out of operating account in excess of the same on hand May 31st, 1856.

F.

MONTHLY STATEMENT

Of Freight moved during the year ending May 31, 1857.

Articles.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	Total amount moved in the year ending May 31st, 1857.
Apples, -	736	70	5,779	9,923	15,381	6,306	1,080	76	524	668	346	77	40,966
Ale and Beer, -	405½	429½	335½	379	316½	529½	464½	227½	247½	332½	400	418½	4,486
Ashes, -	19	12	1	7	9	9	10	9	15	19	14	34	159
Barley, -	103	657	1,307	4,987	6,459	2,148	2,901	2,033	806	2,448	1,061	320	25,230
Buckwheat Flour, -	"	2	"	"	8	16	48	37	7	"	"	1	119
Beans, -	311	104	20	124	512	399	521	183	423	1,398	3,713	1,346	9,054
Bran and Shorts, -	161	195	250	255	175	292	192	185	70	58	84	138	2,055
Beef, -	9	9	1	7	166	181	108	57	891	58	119	208	1,814
Butter, -	9	6	9	21	32	51	69	13	11	12	16	33	282
Corn, -	51,809	24,573	49,230	38,879	59,477	62,536	63,620	63,179	66,136	79,410	55,022	54,100	667,971
Corn Meal, -	145	51	85	161	72	315	235	327	264	428	888	1,088	4,059
Cheese, -	49	57	109	131	88	104	23	5	8	6	10	38	628
Cranberries, -	"	"	11	92	372	498	91	69	167	56	5,245	"	6,601
Coal, -	194	184	255	376	437	231	206	242	132	138	68	151	2,614
Fruit, dried, -	24	17	3	2	20	23	47	26	15	15	47	16	2,555
Flour, -	25,222	17,046	47,857	66,980½	73,731	57,818	20,789	13,434½	9,403	13,764½	11,274	14,415	371,734½
Furniture & Luggage, -	342	329	358	480	675	627	388	182	216	431	1,045	662	5,735
Grass and Clover Seed, -	"	"	5	113	27	12	32	27	79	137	41	2	475
Garden Roots, -	7,535	2,119	3,646	16,851	19,619	8,289	2,309	506	920	4,544	28,780	24,315	100,438
Ham and Bacon, -	23	6	12	3	43	17	449	92	42	98	119	80	984
High Wines, -	487	370	335	387	527	408	396	312	230	424	344	495	4,715
Hides, -	16	9	12	16	42	104	188	154	78	70	134	87	910
Iron and Nails, -	373	203	229	468	673	1,310	405	262	186	248	751	649	5,757

Line,	tons	151	120	106	109	201	142	28	2	19	84	137	147	1,246
Lumber, -	feet	1,920,122	1,456,524	1,392,061	1,437,969	1,604,762	1,563,208	1,706,997	2,168,966	2,797,933	2,875,506	2,440,387	2,393,789	23,758,294
Laths, -	tons	95	83	199	202	181	176	50	23	35	81	116	111	1,352
Leather, -	"	30	46	102	126	167	152	88	55	56	68	106	68	1,064
Millstones, -	"	"	1	13	4	5	3	15	"	2	5	7	3	58
Miscellaneous Merchandise, -	"	5,520	4,066	7,677	11,398	11,840	9,373	7,185	3,207	3,030	5,275	9,787	6,892	85,250
Oats, - bush.	bush.	23,960	7,375	24,258	56,165	46,968	24,892	43,283	16,986	7,733	11,134	4,811	10,146	277,711
Other Agricultural Products, -	tons	22	21	22	61	245	420	140	22	30	40	57	55	1,135
Plaster, -	"	18	1	193	217	219	645	106	106	106	304	682	638	3,235
Pig Iron, -	"	129	155	56	86	46	111	228	25	83	137	89	20	1,165
Pelts and Skins, -	"	10	5	10	10	41	64	86	71	55	48	69	46	515
Pork, - bbls.	bbls.	158	458	111	567	28	567	2,820	3,368	1,997	1,902½	365	261½	12,603
Pork in Hog, -	tons	"	"	"	1	"	58	799	1,084	567	10	2	1	2,522
Salt, - bbls.	bbls.	2,188	3,004	4,283	5,464	2,795	3,320	1,368	116	129	67	136	766	23,636
Stoves, -	tons	52	93	110	228	203	108	62	33	5	11	14	51	970
Shingles, -	M.	1,436½	978	1,294½	1,374½	1,500½	1,037½	565½	613	885	1,260½	1,319½	2,555	14,820
Wheat, -	tons	190	641	80	15	27	30	40	29	36	25	46	28	1,187
Whiskey, -	bush.	67,358	36,946	198,962	187,573	226,232	200,912	32,996	27,413	17,213	18,200	15,456	69,819	1,099,080
Neat Cattle, -	bbls.	635	743	824	732	913	1,148	727½	540	593	435	718½	677	8,686
Horses, -	No.	7,161	5,063	4,412	5,242	3,633	1,231	673	1,598	1,278	3,029	4,953	7,467	45,740
Hogs, -	"	177	157	183	220	355	433	217	114	273	740	549	357	3,775
Sheep, -	"	22,001	11,995	15,005	15,383	27,757	56,938	27,702	6,284	3,940	9,047	21,396	25,617	243,065
Wool, -	"	150	1,716	1,098	4,148	2,357	1,786	1,650	1,464	580	2,269	669	1,433	19,320
Stone, Sand, and	cords	10½	6	7	7	7	19½	93½	168	161	101½	117½	10	708
Brick, -	tons	71	24	95	33	30	121	6	"	9	14	15	67	485
Total in tons,		24,305	17,265	30,526	38,280	42,546	40,421	29,137	16,730	15,729	20,539	27,633	25,828	328,939

STATEMENT showing the total amount of Freight moved in the following years.

Articles.		Year ending May 31, 1882.	Year ending May 31, 1883.	Year ending May 31, 1884.	Year ending May 31, 1885.	Year ending May 31, 1886.	Year ending May 31, 1887.
Apples, . . .	bbls.	3,550	25,912	16,774	38,198½	50,445½	40,966
Ale and Beer, . . .	bbls.	1,933	1,906	3,411	3,900	2,891	4,486
Ashes, . . .	tons	307	263	177	104	82	159
Barley, . . .	bush.	1,125	24,462	43,675	35,777	29,160	25,230
Buckwheat Flour, . . .	tons	17	15	27	13	56	119
Beans, . . .	bush.	223	1,064	2,472	9,189	1,423	9,054
Bran and Shorts, . . .	tons	858	1,090	1,656	1,899	1,797	2,055
Beef, . . .	bbls.	1,592	6,872	2,625	4,473½	7,773	1,814
Butter, . . .	tons	212	206	167	372	325	282
Corn, . . .	bush.	244,505	260,931	377,257	790,979	495,862	667,971
Corn Meal, . . .	bbls.	511	346	1,916	4,073	5,912	4,059
Cheese, . . .	tons	156	146	165	235	489	628
Cranberries, . . .	bbls.	1,947	1,036	980	597½	224	6,601
Coal, . . .	tons	824	1,091	1,823	2,312	2,652	2,614
Fruit, dried, . . .	tons	96	339	406	424	813	2,555
Flour, . . .	bbls.	424,297	416,864	387,764½	366,220	319,722½	371,734½
Furniture and Luggage, . . .	tons	2,260	2,084	2,528	3,406	4,586	5,735
Grass Seed, . . .	tons	35	340	489	429	603	475
Garden Roots, . . .	bush.	22,878	34,833	35,500	72,966	44,733	100,433
Ham and Bacon, . . .	tons	97	328	815	670	337	984
High Wines, . . .	bbls.	7,302	9,032	5,818	5,634½	5,160	4,715
Hides, . . .	tons	146	224	529	481	672	910
Iron and Nails, . . .	tons	1,480	3,194	4,658	8,422	4,674	5,757
Lime, . . .	tons	383	481	833	1,038	1,479	1,246
Lumber, . . .	feet.	2,276,395	12,377,534	14,440,045	14,975,625	18,823,724	23,758,294
Laths, . . .	tons	318	529	1,296	1,183	1,377	1,352
Leather, . . .	tons	283	321	437	589	732	1,064
Millstones, . . .	tons	14	10	18	17	27	58
Miscellaneous Merchandise, . . .	tons	15,850	23,208	35,033	45,529	61,284	85,250
Oats, . . .	bush.	58,220	115,295	238,276	422,697	193,753	277,711
Other Agricultural Products, . . .	tons	342	268	330	727	799	1,135
Plaster, . . .	tons	1,214	2,613	3,103	3,293	2,698	3,235
Pig Iron, . . .	tons	299	439	571	430	774	1,165
Pelts and Skins, . . .	tons	91	213	190	247	433	615
Pork, . . .	bbls.	4,078	11,678	25,172½	18,393½	11,979	12,603
Pork in Hog, . . .	tons	1,341	2,194	2,509	4,620	7,775	2,522
Salt, . . .	bbls.	17,837	18,936	21,705	27,453½	24,527	23,636
Stoves, . . .	tons	460	461	744	1,074	1,148	970
Shingles, . . .	M	5,298	7,878	8,025	8,796½	12,394½	14,820
Wool, . . .	tons	490	593	677	754	993	1,187
Wheat, . . .	bush.	578,778	807,707	1,275,394	1,077,257	582,542	1,099,080
Whiskey, . . .	bbls.	3,802	4,647	5,592½	7,037	4,878	8,686
Neat Cattle, . . .	No.	2,671	4,012	7,238	12,109	26,840	45,740
Horses, . . .	No.	474	584	1,647	3,530	4,002	3,775
Hogs, . . .	No.	4,003	12,432	15,165	37,051	169,955	243,065
Sheep, . . .	No.	1,365	7,161	10,432	11,323	11,830	19,320
Stone, Sand and Brick, . . .	tons.	4,145	6,271	3,304	5,540	2,251	485
Wood, . . .	cords.	4,118	9,646	5,745	1,695	383	708½
Deer, . . .				13	5		
Total in tons,		123,127	161,322	216,583	241,825	249,595	328,939

H.

STATEMENT

Of the Monthly Disbursements on Account of Operating the Michigan Central Railroad for the year ending May 31, 1857.

Months.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationery.	Telegraph Operating.	State Taxes.	Miscellaneous.	Total.
1856.														
June,	\$38,768.52	\$6,805.06	\$18,490.84	\$13,666.51	\$8,724.82	\$4,620.98	\$27,638.40	\$6,313.21	\$3,730.19	\$1,950.50			\$8,396.34	\$139,105.37
July,	45,466.76	5,195.31	14,101.77	19,916.55	8,524.00	4,927.63	27,158.42	9,452.38	5,283.43	2,828.72	\$659.08		7,352.73	150,866.78
Aug.,	37,422.04	5,687.65	13,237.75	14,495.32	8,460.35	4,669.20	29,061.36	8,961.44	3,970.78	1,263.83	1,087.62		4,190.83	132,508.19
Sept.,	30,225.14	5,774.76	11,156.77	8,863.15	9,363.56	5,742.34	28,346.52	15,463.55	4,720.70	1,793.88	1,100.30	\$1,973.47	11,317.29	135,841.43
Oct.,	27,848.45	10,172.92	14,390.37	12,264.17	9,304.48	5,016.20	28,678.33	5,381.09	10,226.45	1,908.68	907.08		5,264.26	131,362.48
Nov.,	31,315.25	6,587.67	44,811.79	20,502.21	8,965.72	7,410.00	49,457.25	5,237.53	6,030.52	2,334.80	1,301.39		40,531.65	224,485.78
Dec.,	31,770.17	13,971.33	17,893.75	14,450.31	9,426.38	5,579.91	26,279.92	38,891.32	1,708.77	2,795.57	1,224.36	293.75	7,728.55	172,014.09
1857.														
Jan.,	46,865.75	7,750.53	19,449.43	13,189.70	8,874.81	5,785.39	21,572.45	52,602.03	725.04	1,979.20	1,393.18		4,852.99	185,040.50
Feb.,	59,733.93	7,585.21	18,015.43	17,934.03	7,996.86	4,791.46	20,497.00	70,518.96	9,389.32	2,308.32	1,540.36	75,775.59	5,948.31	302,034.78
Mch.,	45,780.78	6,106.02	23,447.41	33,827.44	8,495.28	4,837.93	24,468.44	32,089.87	1,087.11	2,720.64	1,423.97		4,619.76	188,904.65
April,	48,488.04	6,397.69	24,757.71	22,367.26	8,976.36	4,882.59	26,023.89	16,937.12	1,833.82	1,913.70	1,600.74		3,926.93	168,105.85
May,	49,962.70	6,243.42	8,852.56	12,482.45	9,928.03	5,074.57	40,250.09	11,201.92	39.69	4,077.00	1,645.11		3,171.92	152,929.46
Total,	493,647.53	88,277.57	228,605.58	203,959.10	107,040.65	63,338.20	349,432.07	273,050.42	48,745.82	27,874.86	13,883.19	78,042.81	107,301.56	2,083,199.36

I.

STATEMENT of miles run by Locomotives during the year, from June 1st, 1856, to May 31st, 1857, inclusive.

Months.	Passenger Trains.	Freight Trains.	Wood & Timber Trains.	Working Trains.	Miles total.
June, - - -	71,150	67,830	12,857	6,072	157,909
July, - - -	71,517	59,055	10,486	4,380	145,438
August, - -	71,627	66,134	7,427	2,861	148,049
September, -	72,717	73,695	7,165	2,160	155,737
October, - -	73,906	73,232	7,866	3,140	158,144
November, -	63,637	67,957	9,647	2,492	143,733
December, -	66,044	70,417	7,693	706	144,860
January - -	60,650	58,814	8,353	1,346	129,163
February, -	52,919	46,278	10,223	942	110,362
March, - -	58,293	43,683	10,100	1,044	113,120
April, - -	64,631	57,490	13,960	701	136,782
May,- - -	68,350	56,131	10,650	750	135,881
Total, - -	795,441	740,716	116,427	26,594	1,679,178

J.

Schedule and Description of Locomotives.

Name.	Builders.	Cylinders.	Diameter of Drivers.	Drivers. No. of
Bald Eagle,	Manchester,	16+20	5½ ft.	4
White Eagle,	"	"	"	4
Grey Eagle,	"	"	"	4
Black Eagle,	"	"	"	4
American Eagle,	"	"	"	4
Golden Eagle,	"	"	"	4
Flying Cloud,	"	"	"	4
White Cloud,	"	"	"	4
Rocket,	"	"	"	4
Storm,	"	"	"	4
North Wind,	"	16+22	"	4
East Wind,	"	"	"	4
South Wind,	"	"	"	4
West Wind,	"	"	"	4
Trade Wind,	"	"	"	4
Whirlwind,	"	"	"	4
Challenge,	M. C. R. R. Co.'s Shop,	16+20	"	4
Defiance,	"	"	"	4
Arab,	Detroit Loc. Works,	"	"	4
Mameluke,	"	"	"	4
Circassian,	"	"	"	4
Corsair,	"	"	"	4
Egyptian,	"	"	"	4
Persian,	"	"	"	4
Grey Hound,	Lowell,	16+22	"	4
Fox Hound,	"	"	"	4
Wolf Hound,	"	"	"	4
Stag Hound,	"	"	"	4
Pioneer,	Hinckley & Drury,	15+18	5 ft.	4
Comet,	"	"	"	4
Torrent,	"	"	"	4
Herald,	"	"	"	4
Reindeer,	"	"	"	4
Antelope,	"	"	"	4
May Flower,	"	"	"	4
Gazelle,	"	"	"	4
Hurricane,	M. C. R. R. Co.'s Shop,	"	"	4
Cataract,	"	"	"	4
Jupiter,	Manchester,	16+20	4 ft.	6
Saturn,	"	"	"	6
Neptune,	"	"	"	6

Schedule of Locomotives, continued.

Name.	Builders.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Pluto,	Manchester,	16+20	4 ft.	6
Grizzly Bear,	Detroit Loc. Works,	"	"	6
Brown Bear,	" "	"	"	6
Black Bear,	" "	"	"	6
Rocky Mountain,	Hinckley & Drury,	"	"	6
Salamander,	" "	"	"	6
Ætna,	" "	"	"	6
Niagara,	" "	"	"	6
Vesuvius,	" "	"	"	6
Peninsula,	M. C. R. R. Co.'s Shop,	"	"	6
Goliath,	" "	"	"	6
Washington,	" "	"	"	6
Samson,	" "	"	"	6
Giant,	" "	"	"	6
Lion,	" "	"	"	6
Tiger,	" "	"	"	6
Ajax,	Manchester,	15+24	4½ ft.	4
Atlas,	" "	"	"	4
Ceres,	" "	"	"	4
Stranger,	" "	"	5 ft.	4
Foreigner,	Rodgers,	"	"	4
Saxon,	" "	16+22	"	4
America,	" "	"	"	4
Dolphin,	Schenectady,	15+22	4½ ft.	4
Grampus,	" "	16+22	"	4
Porpoise,	" "	"	"	4
Hecla,	M. C. R. R. Co.'s Shop,	"	4 ft. 10	4
Mars,	Detroit Loc. Works,	"	"	4
White Bear,	" "	"	"	4
Atlantic,	" "	"	"	4
Pacific,	" "	"	"	4
Arctic,	" "	"	"	4
Baltic,	" "	"	"	4
North Sea,	Manchester,	"	"	4
South Sea,	" "	"	"	4
Red Sea,	" "	"	"	4
Caspian Sea,	" "	"	"	4
Black Sea,	" "	"	"	4
White Sea,	" "	"	"	4
Twilight,	Detroit Loc. Works,	16+20	4½ ft.	4
Globe,	Boston Loc. Works,	"	"	4
Hinckley,	" "	14+22	"	4
Vulcan,	Hinckley & Drury,	15+20	"	4
Hercules,	M. C. R. R. Co.'s Shop,	"	"	4
Battle Creek,	" "	"	"	4
5 Training Engines,		12+20	4 ft.	4
1 " "		12+17	"	4

K.

SCHEDULE OF STATIONS, with their Distances and Rates of Freight and Passenger Fare to and from Detroit.

STATIONS.	Miles from Detroit.	Passenger Fare.		Rates of Freight.			Flour, per Bbl.	Wheat, per 100 lbs.	Corn and Oats per 100 lbs.	Cattle per Car.	Small Animals per Car.
		1st Class.	2d Class.	1st Class.	2d Class.	3d Class.					
Detroit,	—	—	—	—	—	—	—	—	—	—	—
Dearborn,	10.1	.30	.25	7	6	3	6	2½	2¾	10	10
County House,	15.7	.50	—	—	—	—	—	—	—	—	—
Wayne,	17.5	.55	.45	10	8	5	10	4½	4½	10	10
Sheldon's,	22.2	.75	—	—	—	—	—	—	—	—	—
Denton's,	24.8	.80	—	14	10	6	13	6	5	12	12
Ypsilanti,	29.4	.90	.75	16	11	7	15	6½	6	13	13
Geddes',	33.3	1.00	—	18	12	8	16	7	6	14	14
Ann Arbor,	37.4	1.10	.90	20	14	8	18	8	7	16	15
Delhi,	42.6	1.25	—	22	16	10	21	9	8	17	16
Scio,	44.3	1.30	—	23	16	10	22	10	8	17	16
Dexter,	46.9	1.35	1.05	24	17	11	22	10	9	17	16
Chelsea,	54.4	1.60	1.25	27	20	13	22	10	10	17	16
Franciscos,	61.2	1.80	1.25	30	21	14	27	12	10	19	17
Grass Lake,	65.4	1.95	1.50	31	23	15	27	12	11	19	17
Leoni,	68.2	2.00	—	32	23	16	29	13	11	19	17
Michigan Centre,	71.5	2.10	—	34	24	17	30	13	12	20	18
Jackson,	75.6	2.25	1.75	35	25	18	32	14	12	20	18
Sandstone,	81.8	2.45	—	—	—	—	34	15	12	22	20
Parma,	86.4	2.55	2.00	39	27	20	34	15	13	22	20
Concord,	89.1	2.65	—	40	29	21	34	15	13	22	20
Bath Mills,	92.0	2.75	—	41	29	23	35	16	13	22	20

K.—Continued.

STATIONS.		Miles from Detroit.	Passenger Fare.		Rates of Freight.			Flour, per Bbl.	Wheat, per 100 lbs.	Corn and Oats per 100 lbs.	Cattle per Car.	Small Animals per Car.
			1st Class.	2d Class.	1st Class.	2d Class.	3d Class.					
					Cents per 100 lbs.	Cents per 100 lbs.	Cents per 100 lbs.	Cents.	Cents.	Cents.	Dollars.	Dollars.
Albion, .	.	95.5	2.85	2.20	42	29	24	35	16	14	22	20
Marengo, .	.	101.0	3.00	—	43	30	26	37	17	14	23	21
Marshall, .	.	107.3	3.20	2.50	44	31	27	39	18	14	23	21
Ceresco, .	.	112.5	3.25	—	46	32	28	40	18	14	24	22
Battle Creek, .	.	120.2	3.50	2.65	47	33	30	40	18	15	25	23
Augusta, .	.	129.9	3.70	—	49	35	30	40	18	15	26	23
Galesburg, .	.	134.3	3.80	2.85	50	36	30	40	18	15	26	23
Comstock, .	.	139.3	3.90	—	50	38	30	40	18	15	28	25
Kalamazoo, .	.	143.1	4.00	3.00	50	38	30	40	18	15	28	25
Mattawan, .	.	155.3	4.25	—	50	40	30	40	18	15	30	26
Paw Paw, .	.	159.4	4.35	3.25	50	40	30	40	18	15	30	26
Decatur, .	.	167.1	4.50	3.40	50	40	30	40	18	15	31	27
Dowagiac, .	.	178.2	4.60	3.50	50	40	30	40	18	15	31	27
Pokago, .	.	184.1	4.70	—	50	40	30	40	18	15	33	27
Niles, .	.	190.7	4.80	3.60	50	40	30	40	18	15	34	28
Buchanan, .	.	197.0	5.00	—	50	40	30	40	18	16	35	29
Terre Coupee, .	.	201.4	5.20	3.95	50	40	30	40	18	17	37	30
Chamberlins, .	.	210.1	5.50	—	50	40	30	42	19	17	38	31
New Buffalo, .	.	217.9	5.75	4.30	50	40	30	44	20	18	38	31
Michigan City, .	.	227.5	6.00	4.50	50	40	30	45	20	20	38	31
Porter, .	.	239.7	6.25	4.70	50	40	30	48	22	20	40	33
Lake, .	.	248.1	6.40	4.80	50	40	30	50	23	20	43	36
Gibson's, .	.	259.9	6.60	5.00	50	40	30	52	24	20	45	36
Calumet, .	.	269.4	6.75	5.00	50	40	30	53	24	20	47	37
Chicago, .	.	284.8	7.00	5.00	50	40	30	55	25	20	50	40

L.

STATEMENT *showing the number of CARS of each kind in service and in process of construction.*

PASSENGER CARS.

- 66 first class, with 12 wheels.
 4 " " 12 " in process of construction.
 12 second class, with 8 wheels.
 41 third class, with 8 wheels, designed for Emigrants, and adapted to loading with certain kinds of clean freight Eastward.

BAGGAGE CARS.

- 14 with 8 wheels.
 9 with 12 wheels.

FREIGHT CARS.

- 26 covered, with 8 wheels, fitted up for use of men in charge of Live Stock, and Conductors.
 953 covered, with 8 wheels.
 23 " " 8 " in process of construction.
 42 " " 4 "
 6 open, " 4 "
 225 " " 8 "

GRAVEL AND OTHER CARS.

- 96 Hand Cars.
 20 Gravel Cars (Single Dumpers.)
 21 " " (Hand Dumpers.)
 113 Wood and Repairing Cars.

M.

*Materials on hand May 31, 1857, to be used for Repairs and
in Working the Road.*

Fuel—124,696 cords wood at \$2.00 per cord,	\$249,392.00
Lumber and Timber—2,421,080 feet, - - -	42,630.77
Road Repairs—194,096 Ties at 25 cts,	48,524.00
Sundry Materials,	10,264.36
	<hr/> 58,788.36
Locomotive Repairs—Sundry Materials, - - -	34,145.62
Car Repairs— “ “ - - -	60,532.83
Stationery— - - - - - - - - -	4,149.46
Oil and Waste— - - - - - - - - -	7,367.17
Miscellaneous Articles— - - - - - - - -	1,088.30
Coal—340 tons, - - - - - - - - -	2,210.00
	<hr/>
Total value of Materials on hand,	<u><u>\$460,304.51</u></u>

